

Intimations.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS.

SELECT MEDICINAL PREPARATIONS.

ASTRINGENTS, DIARRHOEA & CHOLERA REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed. Full directions accompany each bottle. Per bottle, \$1.50 and \$3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhoea. In bottles, 35, 75 cents, \$1.00 and \$2.75.

Dr. Rubin's Essence of Camphor—Valuable for simple Diarrhoea, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (prepared from the purest fruit of the *Ele Marmelos*). Of great service in Diarrhoea and Chronic Dysentery. Per bottle, \$1.

Dietetic Bael—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhoea and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

Hongkong, 1st September, 1890.

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(ESTABLISHED A.D. 1841.)

HONGKONG.

WE invite attention to the following old

branded Champagne, and all of which are of

excellent quality and good value for the money.

The same being specially selected by our

London House, and bought direct from the most

reputable Shippers, are imported in wood and bottled

by ourselves, thus enabling us to supply the

best goods at moderate prices.

In ordering it is only necessary to state

the name and quantity of Wine or Spirit wanted,

and initial letter for quality desired.

Orders through Local Post or by Telegram

receive prompt attention.

PORTS. (For Invalids and general use.)

Per Case. Per Bot.

A. Alto Douro, good quality,

Green Capsule.....\$10 \$1.00

B. Vintage, Superior quality,

Red Capsule.....12 1.10

C. Fine Old Vintage, superior

quality, Black Seal Capsule.....14 1.25

D. Very Fine Old Vintage, extra

superior, Violet Capsule.....18 1.50

(Old Bottled).....18 1.50

SHERRIES.

A. Delicate Pale Dry, dinner

wine, Green Capsule.....6 0.60

B. Superior Pale Dry, dinner

wine, Green Seal Capsule.....7.50 0.75

C. Manzanilla, Pale Natural

Sherry, White Capsule.....10 1.00

CC. Superior Old Dry, Pale

Natural Sherry, Red Seal

Capsule.....10 1.00

D. Very Superior Old Pale

White Seal Capsule.....10 1.00

E. Extra Superior Old Pale

Dry, very finest quality,

Black Seal Capsule (Old

Bottled).....14 1.50

CLARETS.

A. Superior Breakfast Claret,

Red Capsule.....\$4 \$4.50

B. St. Etienne, Red Capsule.....4.50 5.00

C. St. Julien.....7 7.50

D. La Rose.....11 12.00

BRANDY.

A. Hennessy's Old Pale, Red

Capsule.....\$12 \$1.10

B. Superior Very Old Cognac,

Red Capsule.....14 1.25

C. Very Old Liqueur Cognac,

Red Capsule.....18 1.50

D. Hennessy's Finest Very Old

Liqueur Cognac, 1872 Vin-

lage, Red Capsule.....24 2.00

SCOTCH WHISKY.

A. Thomas Blend, White Cap-

sule.....8 0.75

B. Watson's Glenorchy Mellow

Blend, Blue Capsule with

Name and Trade Mark.....8 0.75

C. Watson's Abolour-Glenlivet,

Red Capsule, with Name and

Trade Mark.....8 0.75

D. Watson's H. K. D. Blend of

the Finest Scotch Malt

Whiskies, Violet Capsule.....10 1.00

E. Watson's Very Old Liqueur

Scotch Whisky, Gold Capsule.....12 1.10

IRISH WHISKY.

A. John Jameson's Old, Green

Capsule.....8 0.75

B. John Jameson's Fine Old,

Green Capsule.....10 1.00

C. John Jameson's Very Fine

Old, Green Capsule.....12 1.10

GENUINE BOURBON WHISKY,

fine old, Red Capsule, with Name.

1.00

GIN.

A. Fine Old Tom, White Capsule.....4.50 0.40

B. Fine Unsweetened, White

Capsule.....4.50 0.40

C. Fine A. V. H. Geneva.....5.25 0.50

RUM.

Finest Old Jamaica, Violet

Capsule.....12 1.00

Good Leeward Island.....\$1.50 per Gallon.

LIQUEURS.

Benedictine Maraschino

Curaçao Hermit's Cherry Cordia

Chartreuse Dr. Sieger's Angostura

Bitters, &c.

DEATH.

At No. 6, Ice House Lane, on 5th September,

1890, HENRY PRINCE TENNANT, of the firm

of Gibb, Livingston & Co.

[1264]

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 5, 1890

THE INDO-CHINA S. N. CO., LD.

A CORRESPONDENT writes from one of the

Coast ports:—

It is always refreshing to read your criticisms on the reports of the various local companies, and the scrutiny you give their accounts. Might I suggest that the public would value a few remarks from your pen on the last report of the Indo-China S. N. Co.? It would be interesting to enquire why this Company, managed by the "princely house" of Jardine, Matheson & Co., can only declare a 3 per cent. dividend, while the China Merchants' Co. can earn 10 per cent., the China Shippers' Mutual S. N. Co. 9 per cent., and the Hamburg-Chinese Coasting line 7 per cent. Can it be that the earnings of the Indo-China Co. are all absorbed in "princely" commissions? I would suggest the Board of this Company be in London, when its sphere of operations is in China?

The Shanghai Water Works Co. found it very detrimental to their interests to have the directorate in England, and I fancy it must be so to the shareholders of the Indo-China S. N. Co.

This is a temperately worded letter, and as the writer has for years been a shareholder in the Company we are of opinion that his remarks are from every point of view thoroughly justified. As we do not happen to have the Directors' reports and statements of account since the formation of the Company available for reference, a searching criticism of the kind suggested by our correspondent is, at all events for the present, out of the question; but there are nevertheless several points raised to which some reference may fitly be made. It certainly does appear a strange thing that the Indo-China Co., supported by the all-powerful influence of Messrs. JARDINE, MATHESON & Co., which in itself is a factor that should command success, only capable of paying a paltry dividend of 3 per cent per annum—and to do even this the sum of £3,216 had to be transferred from the Underwriting Account to the credit of Profit and Loss—while the China Merchants' Co. earned 10 per cent., the China Shippers' Mutual 9 per cent., the Douglas Co. 8 per cent., after placing a like amount to Reserve, and the Hamburg-Chinese coasting steamers 7 per cent. It is explained in the Directors' report that this wretched result was principally owing to bad times, a reduced native trade, scarcity of money, the high price of coals, and increased competition. This catalogue of drawbacks might have some weight, and would probably be freely accepted as a satisfactory explanation, were it not quite apparent that the other companies had to experience and contend against exactly the same difficulties. And surely the influence of JARDINE, MATHESON, & Co. on the coast of China is even in these degenerate days equal to that of either of the companies named!

Our correspondent asks, and we think very fairly, if the earnings of the Indo-China Co. are absorbed in commissions to the General Managers. We regret being unable to answer the question, but Messrs. JARDINE, MATHESON & Co. could, and in our opinion, whatever that may be worth, they ought to answer it. The 'princely house' we are, however, bound to say, whatever may have been its shortcomings—and they have not been few—has always acted with exceptional liberality towards the various companies entrusted to its management, and although the 'pickings,' say from such companies as the China and Luzon Sugar Refineries, have been exceedingly handsome, it cannot be denied that in times of adversity the 'muckle house' has invariably come to the rescue in most practical fashion. At the same time a full statement of the commissions received by Messrs. JARDINE, MATHESON & Co. from the Indo-China Co. for the last year would not be out of place, and it would give general satisfaction to shareholders.

We frankly confess that we cannot see the utility of the head-quarters, the directorate, of the Indo-China S. N. Co. being in London, while the Company's entire business is Chinese. The line between Hongkong and Calcutta is not worth considering, but if it were otherwise it would not in any way affect our contention. All the shares of the Company, outside JARDINE'S, are held in Hongkong and China, and why it should be considered necessary to have an expensive Board of Directors and Secretary in London in addition to General Managers here, is a problem we have never been able to satisfactorily solve. There is a practical solution, but the shareholders must take the initiative.

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At No. 6, Ice House Lane, on 5th September,

1890, HENRY PRINCE TENNANT, of the firm

of Gibb, Livingston & Co.

[1264]

A YOUNG woman at Madison, being frightened,

crowded loudly and dislocated her jaw. There is a moral in this tale.

THE Spanish Consul informs us this afternoon

that another typhoon exists in the Pacific, E. of

Luzon, direction North-east.

A CORONER'S inquiry into the circumstances

attending the death of the late Mr. H. P.

Tennant, will be held at the Magistrate at 10

o'clock to-morrow morning.

THE Victoria Recreation Club Aquatic Sports,

held this afternoon, were an unqualified success.

The more interesting events, however, will come

Co., Messrs. Talbot & Co., Messrs. Jamieson & Co., Messrs. Jamieson & Co., and several other smaller places of business, therefore disorderedly housed. Many of these mercantile firms live in the same premises where they do their business. Consequently the shouting of these unfortunate women after their customers, their loud laugh, and loud talk are an intolerable nuisance to their immediate neighbours, and make night hideous. It is high time that the members of the Council of Hongkong should take this matter in hand, and order this notorious trade to be located within certain streets only. I wonder why our Police residents in Hongkong do not agitate this matter. Such a state of affairs would not be tolerated for a day in Bombay. It is a great slur upon the otherwise admirable administration of the rising colony whose freedom, in this respect, ought to be put under certain restraint.

There is no municipality in Hongkong. All the functions relating to that body are performed by the administrative Government. Notwithstanding, the town is kept in a satisfactory sanitary condition, and there is only one tax, the house assessment tax, of about 15 per cent on the rental which suffices for all the purposes. The streets are kept scrupulously clean. Even narrow streets have their footpaths sloping into two surface drains running close and parallel to the footpaths for stormwater only. There are underground drains in the middle of each street, with house-connections for sullage only. These drains empty their contents in the harbour. *Halalors* service is performed by men before day-break, and contents are carried closed in buckets, never seen by passers-by. A scavenger-cart drawn by eight or ten men takes its round in the streets every morning, and for a few minutes at the end of every block, when one of the carriers rings a bell for a couple of minutes, when men, women, and children occupying floors of houses in that street come down at once and go to the cart, each with a basket full of refuse in tin cases full of garbage, which they empty in the cart. Under the penalty of a heavy fine, no garbage is thrown into the street from windows or doors during the day, and consequently the streets are kept very, very clean—an example which the most expensively worked Bombay Municipality might follow to great advantage. Roads are made with such gentle slopes on two sides that even after a heavy shower of rain they are never rendered muddy, but are dry within half an hour. There is a continuous supply of water by means of iron pipes brought from reservoirs half way up the hill, where a large quantity is stored. The police organization is complete and strong. Under European inspectors a large number of Indian Sikhs, courageous and stalwart, watch the streets during night and day, keeping the mischievous, turbulent, but cowardly Chinese in awe, making a free use of their baton occasionally. A few Chinese are also employed as policemen under the Sikhs.

On the other side of the harbour, and just opposite to Hongkong, is a place called Kowloon, where there are extensive ware-houses, built by a joint-stock company, where thousands of bales of cotton yarn, and other goods, and chests of opium are kept by foreign merchants of Hongkong. The accumulation of vast bales from Bombay is abnormally large in these godowns, as well as in godowns on the Praya in Hongkong. Merchants here bitterly complain of the overstocking of Chinese market of yarn by Bombay mill-owners, who continue to send thousands of bales every week. Sales are very tardily effected, and Chinese merchants are very slow in taking delivery of bales sold. They allow three and six months, and at times even a year, to elapse before they take delivery of goods, which have been bargained for. Then they find fault with goods, and claim abatements. There is a new difficulty in the yarn trade at present. The Viceroy of the Chinese Province in which Canton is situated has imposed a new *likin*—local import duty—owing to which the trade in cotton and cotton yarn continues at a standstill in Canton, and the British Minister at Peking has been telegraphed to by the Acting Governor of Hongkong on the subject of the new *likin* imposed by the Viceroy.

Rents of buildings in Hongkong are very heavy compared to those in Bombay. This is in consequence of the continued increase of population, and all the available building sites in the town having been already built upon. With a view to give facility to the expansion of trade, and to provide additional building accommodation, the Colonial Government has undertaken, at an outlay of \$3,000,000 to reclaim a portion of the harbour, contiguous to the present wharf line from east to west. The work has already commenced, and when completed will give an additional area of several hundred acres, and it is proposed to run a broad road from one end of the city to the other, and to construct a tram line on it.

A part of Hongkong is called the city of Victoria. At the east end of Victoria there is a large plot of ground surrounded on three sides by thickly-covered green hills, and is called "The Happy Valley." There is a race-course there with a small pond in the centre; and on one side of the race-course, and just at the foot of the hills, are located the Mahomedan, Roman Catholic, Protestant, and Parsee cemeteries in one row. I was delighted to see the Parsee cemetery so beautifully laid out. There are about thirty tombs in it, with inscriptions in English and Gujarati. Owing to heavy rains last year, the building for *Sagadi* and parts of the boundary walls of the cemetery were washed away. A new brick arched-roof *Sagadi* has just completed, and the wall re-built from the funds of the Anjuman. To beautify the cemetery further, Mr. Hormusjee N. Mody, the Parsee millionaire of Hongkong, has presented an elegant iron fountain and an ornamental iron gate, both at a cost of several thousands of dollars, which will be put up in the Parsee cemetery.

But the most attractive thing and quite a novel feature in Hongkong is the Peak Tramway. It is said to be the first cable railway on the Continent of Asia, and was constructed by the Hongkong High Level Company. Owing to very great heat during the summer months of June, July, and August, well-to-do merchants in Hongkong have their summer houses on the Peak—that is, on the top of the hill, at a height of about 1,800 feet from the harbour. Formerly they used to go by the top by cable. That was an uphill and expensive work. Now a railroad has been constructed which has rendered the top of the hill available for building purposes, and has placed it within the reach of all classes. The tramway has been laid to a length of about 4,700 feet but the height of the upper terminus from the lower one is 1,200 feet. The easiest gradient is 1 in 25, and the steepest 1 in 2. There are about ten iron bridges throughout the length. Two cars, each carrying about forty passengers, run on the single line. There is a double line for a few yards only, exactly half the way, and the cars are attached to each end of the cable, and so run that they meet at the junction and pass each other. While one car ascends, the other descends. Motion is given to the cars by means of wire cables passing over grooved drums of iron. These cables are drawn and gradually let loose

by the working of engines at the upper terminus. Each car is fitted with two brakes. There is a telephonic communication between the terminus, and the guard can at any time electrically signal the engine-driver at the top to stop or start the train. A drive by this car is very enjoyable. But when you reach the top terminus and take a walk higher up to the remaining portion of the hill, the sight you get of the harbour and the town below is simply lovely. In my opinion it is incomparable. It is magnificent, charming, indescribable. The capacious harbour, with a circumference of several miles, looks from this height like an ordinary pond; and the largest vessels lying at anchor look like so many toys. The panoramic view of the whole town under your eyes is also enchanting. You are never tired of looking at this lovely scenery. Again the pure, bracing air at the top, so different from the heating air below, makes the trip lovely still. You perform the journey by car, and come to this height within ten minutes. There is a difference of 8 or 10 degrees in the atmosphere, which you feel within a few minutes. It was with considerable reluctance that I left the spot. A ride to the top of the hill by the car costs 30 cents; but for going down they charge 15 cents.

THE COMING OF DEATH.

DIVING USUALLY A PAINLESS EXPERIENCE.

The signs of impending death, says the *Medical Journal*, are many and variable. No two instances are precisely identical, yet several signs are common to many cases. Shakespear, who observed everything else, observed and recorded some of the premonitory signs of death also. In the account of the death of Falstaff, the sharpness of the nose, the coldness of the feet, gradually extending upward, the picking at the bed-clothes are accurately described.

For some time before death indications of its approach become apparent. Speech grows thick and labored, the hands, if raised, fall instantly, the respiration is difficult, the heart loses its power to propel the blood to the extremities, which consequently become cold, a clammy moisture oozes through the pores of the skin, the voice grows weak and husky or piping, and the eyes begin to lose their lustre.

In death at old age there is a gradual dulling of all the bodily senses and many of the mental faculties; memory fails, judgment wavers, imagination goes out like a candle. The muscles and tendons get stiff, the voice breaks, the cords of the larynx become loosened. Small noises irritate, sight becomes dim, nutrition goes on feebly, digestion is impaired, the secretions are insufficient, or vitiated, or cease, and capillary circulation is clogged. Finally the central organ of the circulation comes to a stop, a full stop, and the stoppage means a dissolution. This is the death of old age, which few attain to.

Nearly people have an idea that death is necessarily painful, even agonizing, but there is no reason whatever to suppose that death is a more painful process than birth. It is but a transition from a visible state to an invisible one, and is nearly certain as anything can be that these distortions of the facial muscles are not only painless, but take place unconsciously. In many instances, too, a comatose or semi-comatose state supervenes, and it is altogether probable that more or less complete unconsciousness then prevails. We have, too, abundant evidence of people who have been nearly drowned and resuscitated, and they all agree in the statement that, after a few moments of painful struggling, fear and anxiety pass away and a state of tranquillity succeeds. They see visions of green fields and in some cases hear pleasing music so far from being miserable, their musings are delightful. But where attempts at resuscitation are successful the resuscitated persons almost invariably protest against being brought back to life, and declare that resuscitation is accompanied by physical pain and acute mental misery.

Death is a fact which every man must personally experience, and consequently is of universal interest; and, as facts are facts, the wisest course is to look them squarely in the face, for necessity is coal black and death keeps no calendar.

HEROIC RESCUES BY A SCOTS-MAN IN AFRICA.

The London *Gazette* announces that Her Majesty the Queen has been graciously pleased to confer the decoration of the Albert medal of the first class on Ronald Maclean, of East London, Cape Colony. The following is an account of the services in respect of which the decoration has been conferred: "In 1872, a man, while suffering from delirium tremens, jumped off the pierhead at East London, and being a strong sea and ebbs tide, was rapidly carried out to sea. Maclean, who was passing, plunged into the sea, swam out, and reached the drowning man, and brought him close to the bank, when both were assisted ashore. On the 25th September, 1872, the brig *Wild Rose* stranded near Buffalo River, in a strong gale. The crew were rescued by Maclean and five other men in a whale boat. Two days later a man working on board the wreck of the vessel fell over-board, and would have been drowned had not Maclean, who was on board at the time, jumped in after him, and rescued him. On the 27th November, 1872, the barque *Cyrene* stranded on the coast in a heavy gale. Maclean rendered most valuable assistance in going far into the surf and assisting out of the breeches buoy the crew who were being saved by the rocket apparatus. A day or two later a man employed on board the wreck of the vessel jumped into the sea while partly drunk, Maclean swam out from the land through a heavy surf, and at very great personal risk, brought him safely ashore. On the 28th October, 1873, the brig *Lord of the Isles* went ashore on the East Bank. It was seen that the vessel could not hold together till the arrival of the rocket apparatus, and Maclean volunteered to swim out to the vessel for a rope. The sea was extremely high, and he was several times thrown back, bruised and bleeding on the rocks. Persevering, however, he at last succeeded in reaching the vessel, and returned with a rope, by means of which the crew were safely rescued. While leading one of the crew full out of the breeches buoy, Maclean, injured as he was, plunged into the surf and reached him; the man, who could not swim, caught Maclean by the throat and both would have been drowned had not assistance been rendered from shore. Maclean's injuries were so serious that he was for two months confined to his house, and his life was for some time despaired of. At midnight on the 1st November, 1876, the *Elfin* stranded in a heavy gale and high sea. The rocket apparatus being engaged at the wreck of another vessel, Maclean volunteered to swim out to the *Elfin* for a rope. He succeeded in reaching her, but was unable to make his presence known to the crew and returned ashore. He renewed the attempt, and after some time a rope was thrown to him, which he carried ashore, and by means of which the crew were saved. On the 11th November, 1882, two lighters were capsized in a heavy sea in the river. Maclean, seeing the accident, rushed down to the jetty, flung himself into the breakers, and succeeded in rescuing

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

WE have now opened out in the GENTLEMEN'S OUTFITTING DEPARTMENT our first delivery of Goods for AUTUMN WEAR, comprising:—
SCARVES, SCARVES, SCARVES, in new shapes and patterns.
CASHMERE and MERINO HALF-ROSE, a large assortment.
SILK and SPUN SILK SOCKS, for evening wear.
MERINO and CASHMERE VESTS and PANTS.
NEW SHAPES IN COLLARS.
A wonderfully cheap line of WHITE SHIRTS, price \$4 per dozen.
Single and Double TERA HATS.
FELT HATS, newest shapes and colours.
WHITE BUCKSKIN TENNIS SHOES.
WHITE CANVAS TENNIS SHOES.
BROWN CANVAS TENNIS SHOES.
(PLAIN RED RUBBER SOLES).
A large assortment of WALKING STICKS.
FOOT-BALL and ROWING TWEESERS.
WHITE LAMBS WOOL SWEATERS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ Co., Ltd.)

Hongkong, 4th September, 1890

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Const Ports, that THE MARINE HOTEL is NOW OPEN.
THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour. THE TABLE D'HOTE will be supplied with the best market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.
WINE and LIQUORS of the best qualities and Brands only will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

three of the crew. On various occasions during the years 1874-83 Maclean rendered most valuable assistance in working the rocket apparatus at wrecks, and helping the crews ashore, and was in consequence selected to take charge of the local Volunteer Rocket Brigade.

THE MISER'S DIAMOND NECKLACE.

In the year 1740 there lived in the Latin quarter in Paris, a famous miser named Jean Agge. The wealth concealed in the obscure room where he resided was believed to be fabulous, and was no doubt really very great. Among his treasures was a celebrated diamond necklace of immense value. This he concealed so carefully that he ultimately forgot its hiding-place himself. He sought diligently for weeks, and, failing to find it, became almost insane. A few weeks later a doctor and an old woman, who had sometimes done odd jobs about his house, were both at his bed-side, and that night he died. As the clock in the neighbouring tower tolled one, he ceased his low muttering and sat up and shrieked, "I remember where it is now. I can put my hand on the necklace. For God's sake let me go for it before I forget it again!" Here his weakness and excitement overcame him, and he sank back among his rug, a stone dead. Physicians and students of the great crisis of human fate.

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Mr. Agge is on duty nearly every day, and must keep his post without leaving his post. The strongest men cannot stand it long without feeling its effects. It makes one think of the passionate exclamation in Tom Hood's "Song of the Shirt":

"Oh, God! that bread should be so dear,
And flesh and blood so cheap!"

Our friend had been at the same work for many years, although he was only thirty-five when these lines were written. In 1884 he began to feel that he was about to break down. "I don't know what ails me," he would say, "but I can't stand it. What he forced down produced no sense of satisfaction or strength. Sometimes he was alarmed at finding he could scarcely walk on account of giddiness. He said to himself, 'What if I should be seized with this at some moment when there is trouble on the line, and I need all my wits about me?'

Other features of this ailment were pains in the chest and sides, restlessness, yellow skin, and eyes, and loss of the mouth, and of foul gas in the throat, &c. The doctor said Agge must give up his confining work or risk utter disability. He could not. Wife and children were in the way. So he remained at his post and grew worse. But his work was always right, telegrams were properly received and sent, and no train got into trouble through any neglect or fault of his. His doctor, however, and a dyspepsia took office. His digestion and appetite were ruined, and he brought on kidney and bladder trouble. The doctor, at Appleby, said, "Mr. Agge, you are poisoned with the foul stuff in your stomach and blood." His doom seemed to be sealed. "It was like a death warrant. Six months more rolled by. On duty one morning he was attacked with a great cold, and so sharp a distress he could neither sit nor stand. He lay down, but could not sleep. That looker and lay there all the forenoon. Signals might be given, the telegraph needles might click, but he heeded them no more than a man in the grave heeds the beating of the rain against his own tombstone."

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Hongkong, 5th September, 1890.

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Hongkong, 11th August, 1890.

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MARINE HOTEL

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank, 225 per cent. premium, sellers.
 Hongkong and Shanghai Bank, New Issue—\$210 per share, buyers.
 Union Insurance Society of Canton—\$101 per share, buyers.
 China Traders' Insurance Company—\$70 per share, sellers.
 North China Insurance—Tls. 340 per share, sellers.
 Canton Insurance Company, Limited—\$171 per share, buyers.
 Yangtze Insurance Association—Tls. 70 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$370 per share, sellers.
 China Fire Insurance Company—\$90 per share, buyers.
 Hongkong and Whampoa Dock Company—\$67 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, sellers.
 China and Manila Steam Ship Company—\$118 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$180 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—271 per cent. discount, buyers.
 Douglas Steamship Company—\$54 per share, sellers.
 China Sugar Refining Company, Limited—\$173 per share, sellers.
 Luxon Sugar Refining Company, Limited—\$115 per share, sellers.
 Hongkong Ice Company—\$100 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.
 A. S. Watson & Co., Limited—\$24 per share, sellers.
 Chinese Imperial Loan of 1884 B—\$4 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 F—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$118 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Punjoni and Sunghie Dun Samantan Mining Co.—\$5 per share, buyers.
 The Raub Gold Mining Co., Ltd.—\$1.25 per share, sellers.
 Imvris Mining Co., Ltd.—\$10 per share, sales and buyers.
 The Imperial Gold Mining Co., Limited—\$123 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$77 per share, buyers.
 Tongkin Coal Mining Co.—\$225 per share, buyers.
 The Hongkong High-Level Tramway Co., Limited—\$105 per share, buyers.
 The East Borneo Planting Co., Limited—\$121 per share, sellers.
 H. G. Brown & Co., Ltd.—\$52 per share, buyers.
 The Sengat Koyah Planting Co., Ltd.—\$7 per share, buyers.
 Crickbank & Co., Ltd.—\$40 per share, nominal.
 The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis., sellers (fully paid up).
 The China-Borneo Co., Ltd.—\$14 per share, sellers.
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Green Island Cement Co.—\$31 per share, buyers.
 The Hongkong Land Investment Co., Ltd.—\$96 per share, sales and buyers.
 The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.
 Geo. Fowkell & Co., Limited—\$25 per share, nominal.
 The West Point Buildings Co., Ltd.—\$32 per share, sellers.
 The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.
 The Labuk Planting Co., Ltd.—\$18 per share, buyers.
 The Lamag Planting Co., Ltd.—\$15 per share, sellers.
 The Jelebu Mining and Trading Co., Ltd.—\$4 per share, sellers.
 The Selama Tin Mining Co., Ltd.—\$21 per share, buyers.
 The Shamen Hotel Co., Ltd.—\$5 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$19 per share, sellers.
 The Trust and Loan Co. of China and Japan—\$18 per share, buyers.
 The Hongkong Marine, Limited—par, nominal.

ON LONDON.—Bank, T. T.3/91

Bank Bills, on demand3/91
 Bank Bills, at 4 months' sight3/101
 Credits at 4 months' sight3/101
 Documentary Bills, at 4 months' sight3/101
 ON PARIS.—Bank, T. T.4/80
 Bank Bills, on demand4/80
 Credits at 4 months' sight4/80
 On India, T. T.220
 On India, T. T.220
 ON SHANGHAI.—Bank, T. T.721
 Private, 30 days' sight73

MAILS EXPECTED.

THE FRANCH MAIL.
 The Messageries Maritimes Co.'s steamer *Ironadady*, with the French mail of 8th ultimo, left Singapore on the 3rd instant at 9.30 a.m., and may be expected here on the 10th.
 THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *Belgic*, with mails, &c., from San Francisco to the 12th ult., left Yokohama on the 31st at 5 p.m., and may be expected here on or about the 6th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s extra steamer *Nizam*, from Bombay, left Singapore on the 1st instant at 4.30 p.m., and is expected here on the 8th.
 The D. D. R. steamer *Daphne*, from Hamburg, &c., left Singapore at 4 p.m. on the 2nd instant, and is due here on the 9th.
 The steamer *Queen Margaret*, from Liverpool, left Singapore on the 4th instant, and is due here on the 11th.

Shipping.

ARRIVALS.
 TONGSHAN, British steamer, 1,111, Young, 4th Sept.—Singapore 28th August, and Hoihow 3rd Sept., General.—Yuen Fat Hong.
 COSMOPOLIT, German ship, 551, T. Schall, 4th Sept.—Hoihow 3rd September, Salt and General.—Wieler & Co.

CLARA, German steamer, 674, Christensen, 5th Sept.—Haliphong and Sept., General.—A. R. Marty.
 FREJER, Danish steamer, 397, C. A. Lund, 5th Sept.—Pakhol and Sept., and Hoihow 4th, General.—Arnhold, Karberg & Co.
 HAITAN, British steamer, 1,183, S. Ashton, 5th Sept.—Fochow and Sept., Amoy 3rd, and Swatow 4th, General.—D. Lapralle & Co.

DECLARATIONS AT THE HARBOUR OFFICE.
 Fokien, British steamer, for Swatow, &c.
 Falkenberg, British steamer, for Saigon.
 Choyang, British steamer, for Manila.
 Fushun, Chinese steamer, for Shanghai.
 Bormida, Italian steamer, for Singapore, &c.
 Mennut, British steamer, for Fochow.

REPARTURES.
 September 4, *Amigo*, German str., for Macao.
 September 5, *Verona*, British steamer, for Nagasaki, &c.
 September 5, *Alvine*, German str., for Hoihow.
 September 5, *Choyang*, British str., for Manila.
 September 5, *Fokien*, British str., for Swatow.
 September 5, *Bormida*, Italian steamer, for Singapore, &c.

PASSENGERS—ARRIVED.
 Per *Frejer*, str., from Pakhol, &c.—46 Chinese.
 Per *Clara*, str., from Haliphong—15 Chinese.
 Per *Cosmopolit*, str., from Hoihow—27 Chinese.
 Per *Haitan*, str., from Fochow, &c.—Master Southey, and 110 Chinese.

DEPARTED.
 Per *Alvine*, str., for Hoihow—60 Chinese.
 Per *Fokien*, str., for Swatow, &c.—100 Chinese.
 Per *Bormida*, str., for Singapore, &c.—5 Europeans and 390 Chinese.

TO DEPART.
 Per *Falkenberg*, str., for Saigon—50 Chinese.
 Per *Fushun*, str., for Shanghai—100 Chinese.

REPORTS.
 The British steamship *Tongshan* reports that she left Singapore on the 28th ultimo, and Hoihow on the 3rd instant. Had fine weather throughout, and southerly wind to Hoihow; thence had northerly wind to port.

The British steamship *Haitan* reports that she left Fochow on the 2nd instant. Had light south-south-west breeze and overcast sky, but fine weather. Left Amoy on the 3rd. Had moderate to light westerly breeze, with rain, throughout the passage. Left Swatow on the 4th. Had light variable airs and fine clear weather to Mendoza; thence fresh north-west breeze and fine cold weather. In Fochow the steamship *Pingsuey*, and the steamship *Denlarig*. In Swatow the steamship *Sishan*.

Post Office.

A MAIL WILL CLOSE
 For Sourabaya and Samarang—Per *Milke Mayu* to-morrow, the 6th instant, at 11.30 A.M.
 For Shanghai—Per *Fushun* to-morrow, the 6th instant, at 3.30 P.M.
 For Swatow, Amoy, & Fochow—Per *Haitan* to-morrow, the 6th instant, at 5.00 P.M.

SHIPPING IN HONGKONG

STEAMERS.
 BAYERN, German steamer, 2,877, F. Mergell, 4th Sept.—Bremen 2nd July, and Singapore 30th August, Mails and General.—Melchers & Co.
 CATTERTHUN, British steamer, 1,466, J. W. B. Darke, 2nd Sept.—Sydney 5th August, Newcastle 8th, Townsville 9th, Cooktown 14th, Thursday Island 16th, and Port Darwin 23rd, General.—Russell & Co.
 CHANG CHIEW, British steamer, 1,213, F. Webb, 24th August—Amoy 22nd August, Ballast—Bun Hin Chan.
 CHEANG HOK KIAN, British steamer, 956, John S. W. Giffell, 20th August—Singapore, and Hoihow 19th August, General.—Ban Hin.
 CHEANG HYE TENG, British steamer, 922, W. M. Scott, 1st Sept.—Singapore 24th August, Planks and Cotton.—Bun Hin Chan.
 CHOW-CHOW-POO, German steamer, 796, F. Clausen, 25th August—Hoihow 19th August, General.—Melchers & Co.
 CICERO, British steamer, 1,030, A. George, 30th August—Pekin 21st August, Sugar, 30th—Butterfield & Swire.
 DEYAWONGSE, British steamer, 1,057, P. H. Loff, 31st August—Bangkok 25th Aug., General.—Yuen Fat Hong.
 FALKENBURG, German steamer, 988, Frerichs, 31st August—Saigon 27th August, Rice and Flour.—Melchers & Co.
 FAME, British steamer, 117, W. W. Allan—Hongkong Government tender.
 FUSHUN, Chinese steamer, 1,504, A. Cross, 4th Sept.—Whampoa 4th September, General.—C. M. S. N. Co.
 GENERAL WERDER, German steamer, 1,820, M. Eichel, 4th Sept.—Yokohama 17th Aug., Kobe 20th, and Nagasaki 22nd, Mails and General.—Melchers & Co.
 HAIPHONG, British steamer, 1,120, Harris, 3rd Sept.—Fochow 31st August, Amoy 1st Sept., and Swatow 2nd, General.—D. Lapralle & Co.
 MENMUIR, British steamer, 1,287, H. Craig, 20th August—Sydney 16th July, Townsville 21st, Cooktown 22nd, Thursday Island 24th, Port Darwin 30th, Sourabaya 13th August, Samarang 17th, Batavia 19th, and Singapore 22nd, Sugar and General.—Russell & Co.
 MIKE MARU, Japanese steamer, 2,030, F. J. Sommer, 2nd Sept.—Nagasaki 28th Aug., Coal—Geo. R. Stevens & Co.
 MOUNT HERON, British steamer, 1,668, Elliott, 19th August—Haliphong 12th August, Ballast—Adamson, Bell & Co.
 PEKING, German steamer, 954, F. Schulz, 2nd Sept.—Saigon 30th August, Rice—Siemens & Co.
 PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 4th Sept.—Bangkok 28th August, Rice and General.—Yuen Fat Hong.
 PILIT FISH, British steamer, 161, A. Stopan—Hongkong and Whampoa Dock Co.

SAILING VESSELS.
 ANNIE STAFFORD, British bark, 1,297, Chas. S. Robinson, 20th July—New York 2nd March, Petroleum.—Arnhold, Karberg & Co.
 ASSVRIA, British bark, 1,148, Wm. W. Leary, 9th August—Shanghai 13th July, Ballast.—Melchers & Co.
 CAMELOT, British bark, 370, Murphy, 3rd Sept.—Singapore 26th August, Timber—Russell & Co.
 CHARON WATTANA, Siamese bark, 656, W. L. Cain, 1st Sept.—Wah Hin 13th August, Timber and Sapanwood.—Captain.
 CONSTANCE, British ship, 1,192, P. R. Fingley, 4th Sept.—New York 28th April, Paraffine.—Jardine, Matheson & Co.
 ERLKORING, Chinese bark 457, Opium Examination hull, Stonecutters' Island—Chinese Customs.

ESCORT, American bark, 634, Lyle, 27th Aug.—Rojong 7th August, Timber—Chinese.
 GALVESTON, German bark, 610, Jacobsen, 19th August—Amoy 2nd August, Ballast—Order.
 GEORGE SKOLFIELD, American ship, 1,276, A. S. Dunning, 11th July—New York 7th Feb., Kerosene Oil.—Russell & Co.

HONGKONG—SAILING VESSELS.
 Continued.
 J. D. BISCHOFF, German ship, 1,808, H. Meyer, 7th August—Cardiff 3rd April, Coal.—Order.
 LANCFIELD, British bark, 994, Burns, 7th August—New York 7th March, Kerosene Oil.—Order.
 MAROON British bark, 362, James Cummins, 11th August—Sharks Bay (W.A.), 9th July, Sandalwood—Jardine, Matheson & Co.
 OSARA, British bark, 517, Jones, 2nd Sept.—Cebu 14th August, Sugar.—Wieler & Co.
 RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 22nd June—New York 19th Feb., Kerosene Oil.—Russell & Co.
 SARA MERSEDES, Peruvian schooner, 245, A. Munizaga, 4th July—Saigon 27th June, Rice.—Captain.
 SINTRAM, American ship, 1,590, Woodside, 20th August—Russell & Co.
 WM. LE LACHEUR, British bark, 575, E. Warner, 19th June—Lagunianoc 9th June, Wood.—Wieler & Co.

Intimations.

NOTICE.
 THE STEAM LAUNCH COMPANY, LIMITED.
 THE Third Ordinary Half-yearly MEETING OF SHAREHOLDERS will be held at the Company's Office, 9, Praya Central, on THURSDAY, the 11th September, 1890, at 4 P.M.
 The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 11th September, 1890, both days inclusive.
 By Order,
 A. G. GORDON & Co., Ltd.,
 Managers.
 Hongkong, 1st September, 1890. [1249]

GRIFFITH'S
 NEW PHOTOGRAPHIC STUDIO,
 No. 2, Duddell Street,
 (Between the New Oriental Bank, and Mr. Lammert's Auction Rooms),
 Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITS in all the latest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.
 Hongkong, 2nd April, 1890. [1242]

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 35 grains 'troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints: It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. Knorr" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!
 Hongkong, 29th May, 1890. [1244]

CARBOLINEUM AVENARIUS, (REGISTERED).
 AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from the walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius.
 Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.
 Sold in casks of about 450 lbs. net. Price 8 cents per lb.
 For further particulars, apply to SCHEEL & Co., Sole Agents,
 No. 16, Stanley Street.
 Hongkong, 2nd December, 1889. [139]

NOTICE.
 THOMAS KERR & CO.
 ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
 YAU-MAT-TEE ENGINEERING WORKS, KOWLOON.
 OFFICE—No. 12, D'Almeida Street.
 Hongkong 25th August, 1890. [126]

NOTICE.
 JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.
 JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 Bank Buildings.
 Hongkong, 10th June 1889. [127]

TOURISTS
 ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.
 Every article guaranteed as represented. No trouble to show goods. One price only.
 DEAKIN BROS. & Co.,
 16 Bnd, Yokohama,
 next door to
 Farsen's Photographic Studio.

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.
 SUMMER TIME-TABLE.

To take effect from 1st May.

WEEK DAYS.
 The CARS RUN between St. John's Place and Victoria Gap as follows:—
 8 to 10 A.M. every quarter of an hour.
 12 to 1 P.M. every quarter of an hour.
 1 to 2 P.M. every half hour.
 4 to 8 P.M. every quarter of an hour.

THURSDAYS.
 NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.
 CHURCH TRAM at 10.40 A.M.
 12 (NOON) to 2 P.M. every quarter of an hour.
 4 to 8 P.M. every quarter of an hour.
 9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.
 Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
 MACLEWEN, FRICKEL & Co.,
 General Managers.
 Hongkong, 30th April, 1890. [1698]

CAPTAIN GEORGE TAYLOR,
 INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.
 Hongkong, 8th April, 1890. [571]

INTIMATION.

J. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 AND
 PROVISION MERCHANTS,
 NAVY CONTRACTORS.

GENERAL COMMISSION AGENTS.
 No. 11, Praya Central.
 (Opposite Pedder's Wharf).

SOLE AGENTS
 for
 RAHTJEN'S
 GENUINE
 COMPOSITION

THE BOTTOMS OF IRON SHIPS.
 HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., OF WOOD.

SAPOLIO.
 ENOCH MORGAN'S SON'S
 SAPOLIO
 OR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.
 MAX HAASEN'S FRANKFURT ON M. CONSERVED MEATS.
 VEGETABLES and FRUIT CEMENT from the celebrated Factory of Henninmoor.

SWEDISH TAR and OREGON PINE LUMBER.
 FLENSBURG STOCKBEER
 ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.
 EVERY KIND OF SHIP'S STORES and REQUISITES.
 ALWAYS IN STOCK.

AT
 REASONABLE PRICES.
 ALL KINDS OF
 COALS
 SUPPLIED AT THE SHORTEST NOTICE
 Hongkong, 26th June, 1890. [130]

G. FALCONER & CO.,
 WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
 NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
 No. 48 Queen's Road Central. [912]

W. S. MARTEN,
 ARTISTIC DECORATOR,
 AND
 HOUSE AND ESTATE AGENT,
 2, DUDDELL STREET,
 HONGKONG.
 Hongkong, 6th April, 1890. [574]

TO LET UNFURNISHED,
 From August 1st.
 TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate. Splendid View of the Harbour.
 Apply to
 W. S. MARTEN,
 2, Duddell Street.
 Hongkong, 1st July, 1890. [999]

SCOTT'S
 EMULSION
 OF PURE COD LIVER OIL,
 With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.
 The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.
 AS A REMEDY FOR CONSUMPTION, BRONCHITIS, RHEUMATISM, AFFECTIONS OF THE THROAT AND LUNGS, AND ALL WASTING DISORDERS OF CHILDREN OF ALL AGES IT IS MARVELLOUS IN ITS RESULTS.
 Prescribed and endorsed by the best Physicians.
 SOLD BY ALL CHEMISTS.
 Agents for China and Hongkong: Messrs. A. S. WATSON & Co. (LIMITED).
 Hongkong, 19th December, 1888.

TO LET.
 HOUSE at the Peak and at Belilios Terrace.
 ROOMS in Beasdale Arcade.
 GODDOWNS in Duddell Street.
 BUNGALOW, Delmar, Yow-ma-ti.
 Apply to
 BELILIOS & Co.
 Hongkong, 4th September, 1890. [1259]

TO LET.
 THE Upper Floor of HOUSE No. 7, Caine Road. Possession 1st October.
 Apply to
 J. M. V. DE FIGUEIREDO,
 No. 5, Caine Road.
 Hongkong, 4th September, 1890. [1262]

TO BE LET.
 THREE HOUSES at Wild Dell Buildings, Wanchai Road.
 A BUNGALOW and HOUSE on the Upper Richmond Road.
 No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.
 Apply to
 HENRY HUMPHREYS.

TO BE LET OR SOLD,
 On favourable terms, with immediate Possession.
 TWO HOUSES at "Mountain View," Peak District, near Plunkett's Gap. If sold part of the Purchase money can remain on Mortgage.
 Apply to
 JOHN A. JUPP.
 36, Queen's Road Central,
 Hongkong, 1st September, 1890. [1146]

TO LET.
 No. 3, MORRISON HILL.
 Immediate entry.
 Apply to
 G. C. ANDERSON,
 13, Praya Central.
 Hongkong, 22nd April, 1890. [658]

TO LET.
 A HOUSE in WEST TERRACE.
 Immediate Entry.
 Apply to
 G. C. ANDERSON,
 13, Praya Central.
 Hongkong, 3rd May, 1890. [511]

TO LET.
 TOP FLOORS of No. 21 & 23, Pottinger Street, suitable for Office or Photographic Studio.
 Apply to
 CARMICHAEL & Co.,
 21 & 23, Pottinger Street.
 Hongkong, 31st July, 1890. [1117]

TO LET.
 TWO FLOORS of HOUSE No. 8, Stanley Street.
 Apply to
 ROZARIO & Co.
 Hongkong, 10th July, 1890. [1031]

TO LET.
 NOS. 21 and 35, ELGIN ROAD, behind the Old Union Church.
 Apply to
 ACHEE & Co.,
 77, Queen's Road Central.
 Hongkong, 19th June, 1890. [1554]

TO BE LET.
 Just below Peak Flagstaff.
 BAHAR LODGE—FURNISHED.
 Apply to
 AUGUES & EZRA.
 Hongkong, 17th April, 1890. [632]

To be Let.

TO LET.
 HOUSES at the Peak and at Belilios Terrace.
 ROOMS in Beasdale Arcade.
 GODDOWNS in Duddell Street.
 BUNGALOW, Delmar, Yow-ma-ti.
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 Hongkong, 4th September, 1890. [1259]

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 Hongkong, 4th September, 1890. [1262]

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 A BUNGALOW and HOUSE on the Upper Richmond Road.
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 Hongkong, 19th June, 1890. [1554]

TO BE LET.
 Just below Peak Flagstaff.
 BAHAR LODGE—FURNISHED.
 Apply to
 AUGUES & EZRA.
 Hongkong, 17th April, 1890. [632]

TO LET.
 FIRST FLOOR of HOUSE, 15, Praya Central.
 2ND FLOOR of HOUSE, No. 64, Queen's Road Central.
 Apply to
 LAI HING & Co.,
 No. 153, Queen's Road Central.
 Hongkong, 22nd March, 1890. [469]

TO LET.
 NO. 9, SEYMOUR TERRACE.
 No. 7, SEYMOUR TERRACE.
 No. 4, OLD BAILEY STREET.
 OFFICES and CHAMBERS in Connaught House, Queen's Road Central.
 Apply to
 DAVID SASSOON, SONS & Co.
 Hongkong, 4th July, 1890. [111]

TO LET.
 FIRST FLOOR of No. 11, Corner Ice House Lane, Queen's Road.
 For Particulars, apply to
 THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.
 Hongkong 18th August, 1890. [1164]

TO LET.
 With Immediate Possession.
 GROUND FLOOR No. 2, Blue Buildings.
 1ST FLOOR No. 3, Blue Buildings.
 Apply to
 THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
 Hongkong, 1st July, 1890. [988]